

MPO 2025 Resolution No. 5

Amendment No. 4 to the 2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County

WHEREAS, the Greater Madison MPO (Metropolitan Planning Organization) approved the *2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County* on October 2, 2024; and

WHEREAS, the Greater Madison MPO adopted MPO 2024 Resolution No. 24 on November 6, 2024, approving Amendment No. 1; and

WHEREAS, the Greater Madison MPO adopted MPO 2024 Resolution No. 28 on December 4, 2024, approving Amendment No. 2; and

WHEREAS, the Greater Madison MPO adopted MPO 2025 Resolution No. 2 on February 5, 2025, approving Amendment No. 3; and

WHEREAS, the Madison Metropolitan Planning Area transportation projects and certain transportation planning activities to be undertaken using Federal funding in 2025–2028 must be included in the effective TIP; and

WHEREAS, an amendment is needed to revise the City of Madison’s Safe Streets for All Program project listing, adding federal TAP funding and local funding; and

WHEREAS, an amendment is needed to add the USH 51 (Stoughton Road North) (STH 30 to I-39/90/94) reconstruction project, funded by the State Major Highway Program; and

WHEREAS, an amendment is needed to revise the City of Madison’s Mineral Point Road (Beltline Highway to S. High Point Road) pavement replacement project, moving federal STBG-U and local funding from 2025 to 2026; and

WHEREAS, the MPO’s public participation procedures for TIP amendments have been followed, including an official notice and comment period and holding a public hearing on March 5, 2025 for the USH 51 (Stoughton Road North) (STH 30 to I-39/90/94) reconstruction project, which constitutes a major amendment, and listing the projects on the board agenda for the other projects; and

WHEREAS, the new and revised projects are consistent with *Connect Greater Madison: Regional Transportation Plan 2050*, the long-range regional transportation plan for the Madison Metropolitan Planning Area as adopted on May 11, 2022 and amended on March 5, 2025 by MPO 2025 Resolution No. 4, adding the USH 51 (Stoughton Road North) (STH 30 to I-39/90/94) reconstruction project to the official, fiscally constrained plan.

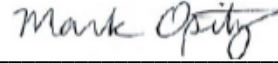
NOW, THEREFORE, BE IT RESOLVED that the Greater Madison MPO approves Amendment No. 4 to the *2025-2029 Transportation Improvement Program for the Madison Metropolitan Area & Dane County*, making the following project revisions and additions as shown on the attached project listing table:

1. **REVISE** the Safe Routes to School Plan project listing on page 19 of the Pedestrian/Bicycle Projects section, adding new federal TAP funding and local funding.

2. **ADD** the federally funded USH 51 (Stoughton Road North) (STH 30 to I-39/90/94) reconstruction project to page 36 of the Street/Roadway Projects section.
3. **REVISE** the Safe City of Madison's Mineral Point Road (Beltline Highway to S. High Point Road) pavement replacement project on page 42 of the Street/Roadway Projects section, moving federal STBG-U and local funding from 2025 to 2026.

March 5, 2025

Date Adopted



Mark Opitz, Chair, Greater Madison MPO

PROJECT LISTINGS FOR AMENDMENT NO. 4 TO THE 2025-2029 TRANSPORTATION IMPROVEMENT PROGRAM

Primary Jurisdiction/ Project Sponsor	Project Description	Cost Type	Jan.-Dec. 2025				Jan.-Dec. 2026				Jan.-Dec. 2027				Jan.-Dec. 2028				Jan.-Dec. 2029				Comments		
			Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total	Fed	State	Local	Total			
			PEDESTRIAN/BICYCLE PROJECTS																						
CITY OF MADISON * 111-24-026	SAFE ROUTES TO SCHOOL PLAN School specific SRTS Plans for approximately 18 schools, additional equity and youth focused engagement, school travel mode data collection, review of crossing guard placement locations and development of school traffic safety campaign.	PL	120		30	150	Continuing															State ID 1009-22-14 Plan to be led by the Traffic Engineering Division. Additional TAP redistribution funding from 2024 awarded in 2025. In 2024, project received \$178 in TAP redistribution funding. Local share: \$44. Total: \$222.			
		TOTAL	120		30	150																			
			JA		M																				
STREET/ROADWAY PROJECTS																									
WISDOT NEW * 111-25-007	USH 51 Madison to DeForest STH 30 to I-39/90/94 Reconstruction and Intersection Improvements	PE	9,053	2,263		11,316	Continuing			Continuing									Continuing			5410-04-00, -70, -71 -72, -20 Construction anticipated in 2029-2033			
		ROW		8,700		8,700	Continuing			Continuing									Continuing				90,354	22,634	112,988
		CONST																						90,354	22,634
TOTAL	9,053	10,963		20,016																		90,354	22,634	112,988	
		FLX		WI																		FLX	WI		
CITY OF MADISON * 111-22-015 (111-17-006)	MINERAL POINT ROAD Beltline Highway to S. High Point Road Replace pavement, add path on north side, and improve pedestrian crossings. Layout consistent with future BRT. (0.22 mi.)	PE	Continuing																				5992-10-19, -20 Construction scheduled in 2026.		
		ROW	4,600		4,472	6,772	4,600		1,172	5,772															
		CONST	4,600		4,472	6,772	4,600		1,172	5,772															
TOTAL	4,600		4,472	6,772	4,600		1,172	5,772																	
		URB			M					URB			M												

¹ Project programming shown in 2027 is for informational purposes only.
(x) = Major project with capacity expansion. (*) = MPO action required. Shading denotes those projects programmed for Federal funding.
NOTE: Funds Key page 9.

Table B-2

Summary of Federal Funds Programmed (\$000s) and Those Available in Year of Expenditure Dollars
in the Madison Metropolitan Planning Area

Funding Source		Programmed Expenditures					Estimated Available Funding				
Agency	Program	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Federal Highway Administration	National Highway Performance Program	34,355	53,915	35,757	16,274	45,269	34,355	53,915	35,757	16,274	45,269
	Bridge Replacement and Rehabilitation	32,786	3,394	763	0	0	32,786	3,394	763	0	0
	Surface Transp. Block Grant Program - Madison Urban Area	4,888	10,013	10,395	11,139	10,239	4,888	10,013	10,395	11,139	10,239
	Surface Transp. Block Grant Program - State Flexibility	14,255	3,625	0	3,228	101,415	14,255	3,625	0	3,228	101,415
	Surface Transp. Block Grant Program - Transp. Alternatives	6,460	1,167	1,774	1,386	0	6,460	1,167	1,774	1,386	0
	Highway Safety Improvement Program	3,054	907	1,967	0	0	3,054	907	1,967	0	0
	Safe Streets and Roads for All (Madison projects will continue through 2029)	0	0	0	0	0	0	0	0	0	0
	Reconnecting Communities (Design for Madison's Perry Street Overpass will continue through 2026)	0	0	0	0	0	0	0	0	0	0
	Wisconsin Electric Vehicle Infrastructure Program	0	0	0	0	0	0	0	0	0	0
	Carbon Reduction Program	unknown	unknown	unknown	unknown	unknown	unknown	unknown	unknown	unknown	unknown
	Charging and Fueling Infrastructure (Dane County Project will continue through 2027)	0	0	0	0	0	0	0	0	0	0
Federal Transit Administration	Section 5307 Urbanized Area Formula Program	17,048	20,870	21,780	21,934	22,146	17,048	20,870	21,780	21,934	22,146
	Sec. 5339 Bus & Bus Facilities	1,970	2,028	2,087	2,148	2,211	1,970	2,028	2,087	2,148	2,211
	Sec. 5337 State of Good Repair	1,350	1,390	1,483	981	1,010	1,350	1,390	1,483	981	1,010
	Sec. 5310 E/D Enhanced Mobility Program	539	0	0	0	0	539	489	499	509	519
	Sec. 5311 Rural Area Formula Program	1,477	1,520	1,565	1,611	1,658	1,477	1,520	1,565	1,611	1,658
	Sec. 5314 NRP, Sec. 5339 Alt. Analysis Program	0	0	0	0	0	0	0	0	0	0
	Areas of Persistent Poverty	670	0	0	0	0	670	0	0	0	0
	CARES/ARPA	19,679	0	0	0	0	19,679	0	0	0	0

* Fifth year of funding (2029) is informational only.

** Funding shown in calendar year versus state fiscal year.

Note:

All state roadway projects using applicable funding sources (e.g., NHPP, STBG State Flexible, BR) are programmed through 2028. Local BR, STBG (BR), and STBG Rural projects are programmed through 2027. HSIP (other than annual small HES program) projects are programmed through 2027. Local STBG -Transp. Alternatives projects are programmed through 2029. Local STBG-Urban (Madison Urban Area) projects are programmed through 2029. Transit funding is not yet programmed and is based on needs and anticipated future funding levels (See also Table B-4 Metro Transit System Projected Expenses and Revenues). Programmed transit funding for 2024 excludes carryover projects for which the Federal funding is already obligated. Roadway and transit inflation rate @ 2.48% per year applied to expenses, except for the STBG-Urban program.